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Moderate Prices.

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HONGKONG WEDNESDAY, NOVEMBER 24, 1909.

日二十月十年九百

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CHINA &
MALAYA
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CHINA MUTUAL LIFE INSURANCE CO., LTD., OF SHANGHAI
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A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Acts, England.
Insurance in Force.....\$24,061,182.00.
Assets.....7,114,490.08.
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Total Security to Policy-holders.....7,696,692.83.
Lefferts Knox, Esq.,
District Manager.
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District Secretary.
Alexander Building, Hongkong.
Hongkong, November 16, 1909. 1454

THE STRANDING OF THE S.S. TAK HING.

A Marine Court of Inquiry into the circumstances connected with the stranding of the British s.s. Tak Hing, was held at the Harbour Office this morning.
Commander Basil Taylor, R.N., presided and the assessors present were:—Lieut. H. Butlerworth, R.N., H. M. S. Tamar; Mr. E. Beetham, s.s. Empress of India; Mr. G. S. Weigall, s.s. Wan Sang; Mr. H. M. Walker, s.s. Kwong Tong.
The inquiry was into the circumstances of the stranding of the Tak Hing, of which William Bishop was master.
Mr. R. A. Harding appeared for the Sze Yap S.S. Co., and Mr. C. D. Wilkinson represented the master.
The President said that he proposed to take the evidence of the master first of all. Mr. Wilkinson—That is rather unusual. This complaint is in the nature of a prosecution and it would be best if my friend stated the nature of the allegations.
Mr. Harding said that the allegations were that the captain did not take proper precautions to secure the safety of the ship.
The steamer left Hongkong for Kowloon on October 18 at 6 o'clock, when the black signals were hoisted. The steamer arrived at 4 o'clock the following morning and anchored in the river with one steamer in front and one behind. They were the Hoi Ming and the Tai On. About 6 p.m. these steamers left their anchorage in order to take shelter and in consequence of that the pilots on board the Tak Hing held a consultation after which they approached the captain and suggested that they also proceed to shelter. The captain replied "No." The typhoon came on at 9.30 and at that time although there were three anchors on board only one was lowered. The steamer continued to drift until 12 o'clock when it touched the bank. Then a second anchor was let down but only for fifteen minutes. The pilot of the Tak Hing was called and stated that he had been pilot on that steamer for six years. Witness bore out Counsel's statement. The second pilot moved the steamer a little, and when the typhoon came on about 9 p.m. the steamer drifted for about three hours, reaching bank about midnight. The second anchor was put down at half-past twelve, but it did not have any effect. It was then hauled up again in about a quarter of an hour.
Cross-examined by Mr. Wilkinson witness said he entered the employ of the company three years ago, previous to which he was quartermaster on the Kong Shu, and the Tak Hing had been sold to the Sze Yap S.S. Co. on November 21, 1908.
When the steamer was at anchor he was off duty.
Cross-examined by the President, witness did not know whether the second pilot moved the ship on his own responsibility or not.
The assistant pilot was then called and gave similar evidence.
Cross-examined by the President, witness said the master gave the order to move the ship.
Lieut. Butlerworth—How do you know the ship began to drag after nine o'clock?
I was on the steamer and felt it.
Did you take any steps to prevent the dragging?—I told the first pilot to see the captain.
The President—Was there a lead over the side?—It was over the side.
Were the engines working at all after the steamer shifted berth?—Yes.
When?—The engines stopped when the ship went ashore.
Were they going ahead or astern?—Ahead.
What part of the ship struck the shore first?—The stem on the port side.
Further evidence was called and the case was adjourned.

Business Notices.
W. S. BAILEY & Co., Ltd.
ENGINEERS AND SHIPBUILDERS
OFFICES AND WORKS,
KOWLOON CITY ROAD.
TELEPHONE No. 21.

DIAMONDS AND GEM-SET JEWELLERY
Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs
Charms, Chains, Links, &c.
Jade Stone and Chinese Made Gold Jewellery,
GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.
Repairs of Watches and Jewellery effected by experienced Europeans.
J. ULLMANN & CO.
34, Queen's Road Central Opposite General Post Office.

THE HONGKONG HOTEL
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
BAND AT LUNCHEON & DINNER. A. F. DAVIES, Manager.
PEAK HOTEL
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Wind in Summer and protected from the North-east Winds in Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Terms—From \$5 per day. Max. Telegraphic Add: "Peak Hotel."
Hongkong, February 8, 1908.

IMMENSE SUCCESS.
THEATRE ROYAL
LAST WEEK
OF THE
No. 1 Bandmann
COMEDY CO.
TO-NIGHT! TO-NIGHT!
Oscar Wilde's Greatest Play
'A WOMAN OF NO IMPORTANCE'
TO-MORROW (THURSDAY), 25th Nov.,
The World-famed Comedy
'DAVID GARRECK'
From the Criterion Theatre, London.
FRIDAY, 26th November,
Sir Charles Burnand's ('Punch' Famed)
Famous Farce Comedy
'LADY OF OSTEND'
SATURDAY, 27th November,
Mr. Chas. Heston's Phenomenal
Success
'JACK STRAW'
By Somerset Maugham.
MONDAY, 29th November,
The Great English and American
Success
'THE WALLS OF JERICO'
From the Garrick Theatre, London.
Prices: \$3, \$2 & \$1.
Book Seats at MOUTRIE & CO.,
Doors Open at 8. Commence at 9.
Late Cars to the Peak every evening after
the Performance.
Hongkong, November 8, 1909. 1393

'NIGHT STEAMER TO CANTON.'
New Twin-Screw Steamer.
S.S. SAN CHEUNG
Fitted throughout with Electric Light
and Fans supplied in all Cabins.
(Captain J. McGarry).
LEAVES Hongkong for Canton at 9 p.m.
on
SUNDAY, TUESDAY & THURSDAY.
Leaves Canton for Hongkong at 5.30 p.m. on
MONDAY, WEDNESDAY & FRIDAY.
Fare, 1st Class.....\$2.50 single passage.
Meals.....\$1 each.
Servants' passages must be paid for.
CHEUNG ON STEAMBOAT CO., LTD.
No. 24, Des Voeux Road Central.
Hongkong, November 15, 1909. 14

LAST FEW NIGHTS!
THE HIPPODROME CIRCUS AND MENAGERIE.
Enormous Success
THE CARPIE BROS.
IN THE CHINESE LAUNDRY.
MISS VERGENIA
and
THE BELLES.
EVERY NIGHT at 8 p.m.
CAUSEWAY BAY.
LAST MATINEE,
SATURDAY, at 4 p.m.
K. BYSACK, Proprietor.
Hongkong, November 17, 1909. 1528

E. C. WILKS,
M.I. MECH. E. A.M.I.N.A.
LATE OF WILKS & JACK, LD.
CONSULTING ENGINEER,
SURVEYOR & VALUER
[OF] [AND] [CLASSES]
MACHINERY & EFFECTS
Annual Stocktaking of Engineering and Allied Trades a speciality.
YORK BUILDINGS,
1st Floor, HONGKONG
Office Tel. 195. Residence K28.
Tel. Address: WONGKONG, HONGKONG.
Hongkong, April 14, 1909. 515

KOWLOON HOTEL.
THE KING'S BIRTHDAY
THURSDAY, November 25th,
SPECIAL DINNER.
O. L. OWEN, Proprietor.

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
BELL'S ASBESTOS
FOR
THE MOST
ADVANCED
PACKING
MATERIAL
FOR
MARINE
ENGINEERS.
BELL'S ASBESTOS CO., LTD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c. ALWAYS IN HAND.
OFFICE—4, QUEEN'S BUILDINGS.
TELEGRAMS: ASBESTOS, HONGKONG. TELEPHONE No. 501.

LANE, CRAWFORD & CO.
TELEPHONE No. 97.
ST. ANDREW'S BALL
WHITE KID GLOVES
\$1.50 per pair.
DRESS TIES AND SOCKS
SPECIAL VALUE IN
DRESS SHIRTS
LONDON MADE \$3.50 each IRISH LINEN.
LADIES' AND GENTLEMEN'S
DANCING SHOES.
LANE, CRAWFORD & Co.

PURITY QUALITY
O. B.
BEER and ALE
(Guaranteed Absolutely Free of all injurious preservatives).
IN CASES OF 4 DOZ. QUARTS OR 6 DOZ. PINTS.
Beer - \$12.00 Ale - \$14.00.
Order from your dealer or from the
ORIENTAL BREWERY, LTD.
Depot: 55-57, Des Voeux Road.
TELEPHONE 479. P. O. Box 238.
Hongkong, June 28, 1909. 835

PURE DRINKING WATER.
BERKEFELD FILTERS
DRIP FILTERS IN GLASS AND STONEWARE.
Pump Filters.
Pressure Filters.
Prices on application.
VICTORIA DISPENSARY.

REGRET
YOU WILL NEVER if you Visit MOHIDEEN & THAHA
in D'Agallur Street, the new JEWELLERS
and DEALERS in
CEYLON PRECIOUS STONES
AND OTHER GEMS OF EVERY DESCRIPTION.
Hongkong, September 1, 1909. 1103

Business Notices.
GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT
In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.
In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.
Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.
SPECIAL DISPLAY OF BALL GOODS
COMPRISING:
THE LATEST NOVELTIES
IN
Evening Gowns and Robes,
Coats and Capes.
Trimmings, Laces, Shoes, Gloves and Ribbons
IN GREAT VARIETY.
7 & 9, PEDDER STREET. TELEPHONE 644

THE VIENNA CAFE COMPANY, LIMITED,
No. 24, QUEEN'S ROAD CENTRAL. TELEPHONE No. 831.
DEG to notify the Public that a modern and up-to-date BAKERY and CAFE under
exclusively European management has been OPENED at the above entirely
rebuilt and modernised premises.
The latest sanitary improvements employed. Strictest cleanliness all over the place.
Use only First-class Flour and other Materials.
The Company has secured the services of Messrs J. SOMMER and A. SCHNEIDER
for the Bakery and Confectionery Departments. The long experience of both Gentle-
men in up-to-date establishments on the Continent is the best guarantee that only the
best ever produced in the Colony will be supplied.
The Patronage of the Public is respectfully solicited.
Hongkong, September 13, 1909. 1109

'OSRAM' ELECTRIC LAMPS.
'STRIKING'
ECONOMY!
Save 70% of your current
bill
'OSRAM' metallic filament
electric lamps save 70% in
current, give a pure white
light and live longer.
OSRAM LAMPS.
16, 32 and 100 Candle Power in Stock.
GREATLY REDUCED PRICES.
Full particulars from Sole Agents for South China,
WILLIAM C. JACK & CO., LTD.,
ELECTRICAL ENGINEERS, CONTRACTORS & IMPORTERS,
14, Des Voeux Road, Hongkong.
Rusty Keys, Tarnished Ship Fittings, Plated Dinner Services, etc.
MADE AGAIN TO NEW
AT OUR
ELECTRO PLATING WORKSHOPS
NICKEL AND SILVER ELECTRO PLATE
TRADE MARK
WILLIAM C. JACK & CO., LTD.
14, DES VOEUX ROAD, HONGKONG.
ELECTRO PLATING WORKSHOPS, KOWLOON.
TELEGRAMS 'MARINEWORK.' TELEPHONE 352.

WHISKIES
SCOTCH
Fine Old Glenlivet
'Very Old Highland' Blend.
Robert McDermid,
Monarch of the Glen
Rare Old Blend
'Wrayburg' Blend
Extra Special Finest Lager
Palm (bottled at Bona)
O. D. S. (very choice)
V. O. S. (old matured)
Perfected, great age (very fine)
Caldbeck, Macgregor & Co.,
Wine & Spirit Merchants.
Hongkong, October 14, 1909.

Intimations.

G. FALCONER & Co.,
WATCHMAKERS AND JEWELLERS.
HOTEL MANSION.

NEW REPRODUCTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. are agents for ROSS'S FAMOUS TELESCOPES AND
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ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD, CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
THEIR CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 15, 1908.

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ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs.

CAMERAS FOR HIRE.

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THE LEADING BRAND

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H.M. THE PRINCE OF GLOUCESTER

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H.M. THE PRINCE OF MONMOUTH

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H.M. THE PRINCESS OF DORSET

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Intimations.

MITSU BISHI-GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.SOLE PROPRIETORS OF TAKA
SIMA, OCHI, MUTABE, HOJO,
NAMAZUTA, SATO, SHINNEW
and KAMITAMADA Collieries.SOLE AGENTS FOR KISHIDAKE, MI
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Cable:—A.I. ABC 5th Ed., Western Union.

AGENCIES:

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CHINKIANG: Messrs Gearing &
Co.MANILA: Messrs Macdonald &
Co.

For particulars, apply to

H. OISHI,

No. 2, PRINCE STREET,
HONGKONG, January 9, 1909. 818

ST. PETER'S CHURCH,

WEST POINT.

ORGAN RECITAL

FRIDAY, 26th November, 1909,

at 5.30 P.M.

BY

MR. GEO. GRIMBLE,

YOUNG MAN.

Mrs A. G. Gordon, Mr G. P. Lammer,

Collection in aid of the Organ Fund.

Hongkong, November 8, 1909. 1399

REMOVAL NOTICE.

THE SWATOW DRAWN WORK CO.
HAVE REMOVED

from No. 38, WELLINGTON STREET,

to their New Premises

No. 17A, QUEEN'S ROAD CENTRAL

(lately occupied by Madame Kihai).

Hongkong, November 13, 1909. 1417

NOTICE.

MONDAY, 29th NOVEMBER,

SPECIAL SHOW

OF

WINTER MILLINERY

Largest Assortment in the Colony.

M. GAINS,

18, NATHAN ROAD, KOWLOON.

Telephone K 6.

Hongkong, November 20, 1909. 1448

YUEN HING,

No. 4, D'AGUIAR STREET.

SWATOW KIA LAK FACTORY.

MANUFACTURERS OF WHOLESALE & RETAIL

Dealers in all kinds of

Hand-made Drawn Work

Embroidery, Chinese Linen, Grass

Cloth, Towels, etc.

ALL OF THE BEST QUALITY.

HONGKONG.

Hongkong, August 10, 1909. 1505

CHINA EXPRESS CO.,

DUPPEL STREET.

Telephone 448. P. O. Box 154.

IMPORT SPECIALITY:—S. eds suitable for

growing in the Chinese.

EXPORT SPECIALITY:—Cigars in any quan-

tity at wholesale prices.

Agents for Contractors to

IMPERIAL GERMAN and ROYAL DANISH

PARCEL POST.

SHIPPING, FORWARDING and INSURANCE

AGENTS.

PACKING & WAREHOUSING.

PARCELS and cases of any size, shape,

or weight sent to all parts of the world.

NEW DEPT. SEAM COALS at LAHMAN

or BROOKTON in reduced rates.

Brookton Harbours free of all Wharf

and Harbour Dues. Large Stocks at

either of the above ports always on hand.

Good management. 24 hours service.

SARAWAK GOVT. AGENT.

SARAWAK GOVT. AGENT.

(Cable Add.: "May" Labuan).

Hongkong, October 14, 1909. 1294

SARAWAK GOVERNMENT

COLLIERIES.

BROOKTON

(N.W. COAST BORNEO).

BEING appointed AGENTS for the

above Collieries, we beg to state that

they are now in a position to supply their

NEW DEPT. SEAM COALS at LAHMAN

or BROOKTON in reduced rates.

Brookton Harbours free of all Wharf

and Harbour Dues. Large Stocks at

either of the above ports always on hand.

Good management. 24 hours service.

SARAWAK GOVT. AGENT.

SARAWAK GOVT. AGENT.

(Cable Add.: "May" Labuan).

Hongkong, October 14, 1909. 1294

SCOTTISH LETTER.

(From Our Own Correspondent.)

Edinburgh, October 28.

IMPORTANT SHIPPING CASE.

No commercial trial within the last

generation has excited such widespread

interest in Scotland as the prosecution by

Messrs Coats, Paisley, of Mr David Brown,

partner of the firm of Shields, Brown, and

Ramsay, coal exporters, Glasgow. It had

this peculiarity, that it was the first in-

stance in three hundred years of a private

prosecution for crime conducted in the

High Court of Justiciary without the con-

currence of the Lord Advocate and the law

officers of the Crown. And it took the

form of "criminal letters," Mr Brown

being put in the dock and tried by a jury.

The circumstances of the case were

simple. Mr Brown was charged with

"falsehood, fraud, and wilful imposition,"

inasmuch as he sold and shipped to the

order of the Messrs Coats as Bent coal

about 480 tons, of which only some 30 tons

were coal from the Bent collieries, the

remainder being coal from other collieries.

He had further procured and issued to

Messrs Coats a certificate to the effect that

the coal shipped was Bent split coal, and

had issued an invoice to the same effect.

That the allegations as to the sale and

the issue were "true in fact" were

abundantly proved. It appeared that at the

time of the sale, Mr Brown had a contract

with the Bent colliery, under which he

was entitled to a delivery of sufficient of

their coal to enable him to fulfil his contract

with Messrs Coats. When the time came

for shipment, the Company was unable for

some reason to furnish him with the coal in

sufficient quantity. In this predicament

instead of going to Messrs Coats and frankly

telling them that he was unable in terms

to fulfil his contract, but that he

could supply them with coal which, though

not Bent split, was of equivalent quality,

he became a party to an arrangement

under which he obtained the quantity of

coal required from three other collieries,

and on taking their certificate to the

manager of Bent colliery he obtained from

him a certificate of shipment of the full

quantity of "our best split coal, all fresh-

ly wrought, and well-scrubbed." Armed

with this certificate, he obtained payment

of the contract price from Messrs Coats

against delivery of it and the bill of lading.

In these circumstances, both Mr Brown

and the colliery manager stoutly main-
tained that there was no fraud in the issue and

use of the certificate, although when pro-

secuted they admitted that its actual terms

were untrue. This contention the jury

found themselves unable to entertain. They

were, indeed, clearly directed by the Lord

Justice Clerk that, apart from value or

anything else, he could not tell them that

it was not a criminal act to deliver a

certificate bearing that the coal had come

from Bent colliery when it had come from

other collieries. Accordingly they found

the accused guilty of the crime charged.

Having obtained a conviction, Messrs

Coats indicated that they did not wish to

press for punishment, and the Lord Justice

Clerk, acting on this intimation, dismissed

the accused with an admonition. It would

be erroneous, however, on account of this,

to regard the prosecution as an example of

"much cry and little wool." There were

circumstances justifying leniency in this

matter of punishment. Undoubtedly

what was done by Messrs Brown was

pretty much, as one gathers, has been

done time and again by other coal ex-

porters. The matter of cardinal importance

is that there should be no doubt that

conduct such as was complained of is

criminal. The prosecution has established

this; and it is obvious that were such a

case again to come up, the punishment

would be substantial.

What is also to be noted is that it shows

Lord Advocate Ure and his advisers to have

been wholly in the wrong in refusing their

consent to a prosecution; the exercise

which he made of his discretion reflects

little credit upon him.

THE WEDDING.

A wedding of great social interest to

Scotland was celebrated in the pretty little

Catholic Church of St. Peter's Falcon

Avenue, Edinburgh, between Lady Mar-

garet Crichton-Stuart and Captain Colin

MacRae, late of the Black Watch, and Exon

of his Majesty's Yeomen of the Guard. "It

has given great satisfaction to the Catholic

community that Lady Margaret has married

one of the "old faith," and representatives

of the great Catholic families of the N. H. and

the Duke and Duchess of Norfolk and

many of the Catholic families of the South

were present at the ceremony. Both parties

to the marriage can claim Royal lineage

in their descent from Robert the Bruce,

and they once more unite two ancient

houses in the West of Scotland, the Stuarts

of Bute and the MacRae of Rose-shire.

Captain MacRae is a son of the late Mr

MacRae, D.L., Kames Castle, Isle of Bute.

He served in the South African War as

captain in the Black Watch and com-

manded the escort of the Naval Brigade

in Lord Roberts's advance on Pretoria.

He is a son of the house of Cochrane, one

of the leading families of the MacRae of

Kinloch, of which his brother is the

head. The "White" MacRae and the

"Black" MacRae have made much history

in the Highlands. The "Wild" MacRae of

Kinloch were staunch Jacobites, and

12, Queen's Road Central

THE INTERPORT FESTIVAL.

HONGKONG AND THE STRAITS MEET.

HONGKONG LEADING.

The greatest amount of interest was to-day displayed in the commencement of the interport game between Hongkong and the Straits representatives. The huge success of the home team against Shanghai greatly encouraged their supporters in the view that they would put up a good fight against what was known to be a strong combination. This feeling of confidence was increased by the fact that the Hongkong team had been materially strengthened by the substitution of the Rev. Maundrell, the old Hampshire player, in place of Lieut. Anderson. On the other hand, there were many who feared that the home batsmen would find the Straits bowling much more serious than Shanghai's had been.

Again the weather was delightfully fine and clear, while the pitch was still hard and fast.

Spectators continued to patronise the festival, and during the afternoon Major General Broadwood and officers of the Garrison were "at home" on the ground, while the band of the Buffs rendered musical selections.

The Straits won the toss and decided to go to the wickets. The umpires were Capt. Barrett (Shanghai) and Capt. Beasley, while Mr. W. D. Jupp was official scorer. First to bat were Eddis and Grenier, the former receiving the first delivery of the match from Bird. He hit a four off the second ball sent down, being almost caught by the bowler, while he also stole a single in the fifth delivery. A wide was bowled by Bird, and then Grenier hit a single. The same player got one off Oliver's second delivery, soon to be followed by a trio of well-placed boundaries by the other batsman. Thirteen runs had therefore been hit off Oliver's first over. Eddis continued to play consistently and was able to pull Bird for another four a little while afterwards. Runs came freely, Eddis driving Oliver straight out for a four, 30 runs being hit on once signalled. The batsmen were playing carefully, and as the result of judicious placing were able to keep the score going up by singles.

The field seemed to be placed far too deeply. When 40 was reached Bird was put on to bowl in place of Bird at the Naval Yard end. Eddis, however, hit out and secured a four off his first delivery. The second ball nearly hit the wicket, and off the third Grenier very cleverly caught him in the long slips. For the loss of one wicket 47 runs were up, Eddis having knocked up his 33 in about 30 minutes. He had played very pretty cricket.

Clarke joined Grenier, and in the next over Bird came on to bowl at the Law Courts end. Eddis, however, hit out and secured a four off his first delivery. A maiden over, the newcomer being almost stumped on the second delivery. He did not stay long, however, for Bird soon clean bowled him, his score only being a single. Two wickets were down for 49. The Straits captain, Hubbard, was next man in. He got a single off Bird, but should have been caught in the slips off the other bowler soon after his appearance. Nothing of note occurred until Grenier, off a ball by Bird, hit clean over the railings, and thus credited his side with a half a dozen runs. After Hubbard had knocked up a few singles he began to hit out. He drove to leg off Bird for four and then straight out for a single, Edwards quick work preventing him from getting any more. Bird was bowling at good pace at this end. He at length met with success, Green, who was keeping wicket well back, catching the ball as it glanced off Grenier's bat. The retiring batsman made a round two dozen in capital style. Three wickets had been disposed of for 72 runs.

The next man to go to the wickets was Hickley, but before he had broken his "duck" Bird managed to take him in the slips off Bird. One run had only been added to the three-wicket score.

Mackenzie, who held the record interport individual score of 163, made against a combined eleven in 1897, then came on to partner Hubbard. He had not long been in when Hubbard hit for one. He called to Mackenzie, who, however, was slow in getting away, and was easily run out, having only made a couple of singles. The score was 82 for 5 wickets, play having been in progress for precisely an hour.

The new man in was Brown. Runs continued to come in singles, but about five minutes after Brown's arrival Grenier very smartly caught Hubbard in the slips off Bird. The retiring man had compiled 23 as the result of five cricket. There were 87 runs up for seven wickets. Miscreant Brown drove up his very first ball to hit up from Bird and was easily caught at mid-off by Pearce. Zehander was next put in to accompany Brown, and each man was soon seen putting away for four, both landing the ball in the Governor's pavilion. A single by Zehander produced the hundredth run made by the side, play having been in progress for an hour and a quarter. Brown hit prettily for four, but soon after he was run out, Bagnall smartly sending the ball in from cover. This was to Oliver's bowling, Bird taking a rest. Eight wickets were now down for 104, Brown's contribution being the "unlucky 13."

Hennsey joined the man at the wickets. He was early responsible for a pretty pull to leg, but Turner prevented a boundary score, only a couple being registered. Off Oliver, Zehander "knicked" a four, and in the following over he should have been stumped, but Green could not hold the ball. This pair now settled down, and as the result of a couple of boundaries, the score reached 130. Zehander, who was now taking on again with the leather, hit runs continued to come in dribbles. At the Law Courts end Grenier was tried with the ball. Off his third delivery Zehander pulled down across the wicket for four, following this up with a single. Later he was seen hitting with a couple of boundaries off successive deliveries.

Later he drove another for a like figure. Five minutes before the fifth adjournment Bagnall came on to bowl in place of Bird, three men being put at slips. The first trundler stopped the run-getting, his new over being a maiden. Although he had been meeting with little success, Grenier was

left on at the other end, but this time only a couple of runs were made off him. At the fifth adjournment the pair were still unseparated, the score being 174 for the loss of eight wickets. At five minutes to 2 o'clock the batsmen again went in, Hennsey facing the bowling of Bird, who now replaced Grenier. He made a single off the first ball, while the only other run obtained in the same over was by Zehander. At the other end Bird relieved Grenier with the ball, a maiden over being recorded. In the fifth ball of Bird's next over, however, Hennsey was smartly caught in the slips by Grenier. This was the third man he had accounted for in this way. There was several a most productive partnership.

Carvendish was last man. Bird had one more ball to go, and this proved sufficient to dispose of the whole team, Green catching the new comer at the wickets. There had been only 13 runs added since the adjournment, the total score for the side being 170. Zehander retired not out with 53 to his credit, this figure being compiled by careful and stylish cricket.

HONGKONG'S REPLY.

At 2.15 o'clock Pearce and Elborough opened for Hongkong, Hennsey sending the first ball to his former from the Naval Yard end. The Hongkong man hit a single, though the ball was smartly fielded by Clarke, and Elborough added another off the next ball. After a further single by Pearce, Elborough was beautifully caught in the slips by Eddis off the last ball of the over. There were only three runs up.

Maundrell now came out to join Pearce, the latter taking Clarke's first deliveries. In the third ball Pearce "knicked" for four, though the fielding been better he would only have got a single. Maundrell commenced well, pulling Clarke to the boundary off the last ball of the over. This was his first stroke. A maiden over by Hennsey was followed by Maundrell again facing Clarke's bowling. On his third delivery, however, he was clean bowled, being beaten all the way. This was a fatal start, two good wickets being disposed of for the small total of 12.

Edwards now joined Pearce and soon out for four off Hennsey's bowling. Both men scored singles after this, and then Edwards was again seen driving for four. In the same over he hit another boundary as well as a single, riskily obtained. These were all off Clarke. The same batsman drove out, beautifully off Hennsey in the next over, but the man at the deep field stopped a boundary, only a single resulting. Nothing of note occurred until Hennsey's next over, from the opening ball of which Edwards gave a chance to slips, but the men were too far back. He was not long spared, however, off Clarke's subsequent deliveries he was clean bowled by Clarke, the ball breaking in from leg. The score was now 36 for the loss of three wickets, Edwards having quickly knocked up 17.

Baird joined Pearce, and at the same time Mackenzie had to retire from fielding owing to an injury, his place in the field being taken by Lanning. Soon after the new comer's arrival Pearce out pretty to leg off Hennsey and thus yielded four to his side. Off Clarke Baird skied the leather, but the man out in the long field did not get at the ball to catch. Runs were now coming in leggies off both bats, no less than six being registered in the first over. Baird "knicked" a four to leg off Hennsey, while in Clarke's subsequent over Pearce hit another four. These men were now playing consistent cricket, although the score did not rise very rapidly. Off Hennsey Baird hit the ball for four and got a four, 70 runs having been registered after play had been in progress for an hour. Clarke's bowling still seemed to give the batsmen a little discomfort, although after a four he was taken off for a rest. Eddis took on in his place. Baird beautifully cut him off his second delivery, but on only one was produced. Pearce also hit one off the same over. In Eddis's next Baird drove a four, and two balls later lifted the leather right into the Law Courts buildings, thus adding half a score of runs in one over. A moment afterwards the Buffs' Officer, who slipped in trying to effect a catch. The partnership was soon ended, for in Eddis's next over Pearce was clean bowled in attempting to swipe at a ball. Since Baird came to the wickets no less than 100 runs had been added, so the association of these men was most productive. Pearce had played the ball more cautiously. There were now 4 wickets down for 87.

Soon after Turner had joined Baird a boundary was credited to each man and amid applause, the century was declared. Baird showed his contempt for Eddis's bowling by knocking up a four and a six off successive deliveries, while the other bowler was badly punished in his next over by the Hongkong captain, who pulled across the wickets for four. Shortly afterwards Eddis was taken off from bowling at the Law Courts end, Grenier replacing him. His initial over produced four byes off Hennsey's bowling, while the 120 runs. Immediately afterwards Baird was again seen punishing the bowling. He cut for a four, then hit a six into one of the Law Courts verandas, following this with four secured with a six for a four drive. This was the most expensive over off Grenier's bowling, 140 being reached immediately. In the following over off the same trundler Turner credited his side with eight runs from two strokes. When the next second over was bowled, a batch of four byes came off Mackenzie's next series of deliveries, as well as a single from Grenier. With only four runs required to get beyond the Straits total, both men hit singles off Hubbard. Then Turner hit one off Hubbard, and a six for four by Turner off Hubbard's next Hongkong put their opponents full-length total. It was wanted half an hour to the close of the day's play. Without adding further to the score Turner hit six in the long ball and was smartly meeting with little success, Grenier was

Zehander's. He had compiled a useful 38, deservedly got the total score for the six wickets down being 181, or two beyond the Straits aggregate of 174.

Bagnall joined Grenier, but only one run had been added when Zehander, third man, smartly caught the latter off Hubbard. When Green came in the join Bagnall at time, the former getting a pretty freely for his partner's four in one over off Mackenzie, while Bagnall pulled round off the other bowler for a quartette of runs. Clarke then took the ball from Mackenzie's, and the latter was soon able to catch Green at mid-off, while the score only one below the double century.

With ten minutes more to play, Oliver went in to partner Bagnall, who was able to place the total at 200 off Hennsey's power. Bagnall was next seen driving Clarke for four, to be followed by another boundary to leg in the subsequent ball. Next delivery, however, he was caught at the wickets by Maundrell. The score was 208 for the loss of six wickets, of which Zehander had scored up 18.

Bird was last man in, and he had a narrow squeak on going to the wickets, being nearly run out on his first venture. A minute before 5 o'clock he was easily caught in the slips by Bird, while the score, which stood at 211, was 39 beyond the Straits total. Scores:

STRAITS—FIRST INNINGS.			
B. L. Eddis, c Grenier, b Baird	33		
N. E. Grenier, c Green, b Baird	24		
R. H. Clarke, b Baird	1		
T. R. Hubbard (capt), c Grenier, b Bird	25		
G. Hickley, c Baird, b Bird	9		
T. M. Mackenzie, run out	0		
V. O. Brown, run out	0		
S. G. A. Maundrell, c Pearce, b Bird	0		
H. R. S. Zehander, not out	53		
P. H. Hennsey, c Grenier, b Bird	30		
R. A. Carvendish, c Green, b Bird	5		
Extras	5		
Total	179		

BOWLING ANALYSIS.			
Bird	16	1	60
Baird	13	1	47
Bagnall	2	1	5
Grenier	4	0	24
Hennsey	7	0	34
Extras	0	0	0

HONGKONG—FIRST INNINGS.			
E. W. Pearce, b Eddis	35		
A. C. F. Elborough, c Eddis, b Hennsey	1		
W. N. Edwards, b Clarke	17		
Capt. Baird, b Hennsey	58		
W. O. D. Turner, c Zehander, b Mac	38		
Capt. Grenier, c Zehander, b Hubbard	18		
Lieut. Bagnall, c Maundrell, b Clarke	8		
Lieut. Green, c Mackenzie, b Clarke	18		
R. E. H. Oliver, not out	2		
R. E. O. Bird, c Hubbard, b Hennsey	11		
Extras	1		
Total	211		

BOWLING ANALYSIS.			
Hennsey	27.2	10	61
Eddis	5	0	31
Grenier	3	0	24
Mackenzie	3	0	28
Clarke	14	4	48
Hubbard	4	0	14

DANCE AND SUPPER AT HONGKONG CLUB.

The informal dance and supper given at the Hongkong Club on Tuesday evening was a most enjoyable affair. Most of the members of the three "cricketing" elements put in an appearance and there was a good attendance of Service, professional and other members of the club. Punctually at ten o'clock His Excellency Sir Frederick Lugard arrived and he stayed for a considerable time. The music was supplied by the band of the Buffs, under Bandmaster C. B. Hewitt, the following being the programme:

- 1.—"Rouge et Noir".....Latter.
- 2.—"Venus on Earth".....Latter.
- 3.—"Two Steps".....Teddy Bear's Picnic.
- 4.—"Gold and Silver".....Latter.
- 5.—"Silver Bells".....Latter.
- 6.—"Barcarolle".....O'Connell.
- 7.—"Two Steps".....Arm's Wagon.
- 8.—"Sage d'Autome".....Joyce.
- 9.—"Two Steps".....The Gazette's Parade.
- 10.—"Valse".....Quand L'mour.
- 11.—"Valse".....Resurre.
- 12.—"Two Steps".....Petite Tonkinoise.

God Save the King.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

Members of the Hongkong Volunteer Reserve Association are reminded that the postponed Annual Meeting will be continued to morning (Thursday, November 25th) at 2 p.m. prompt.

The competitions are open to members and civilians.

Second Competition. King's Birthday. From 2 to 8 p.m. 200 yards. Invaluable bulletins, 8 rounds, 10 to 100 yds. This competition must stop at 3.30. Prize presented by G. H. Wakeman, Esq.

Third Competition. 200 yards. For teams of 4 men to shoot simultaneously at a disappearing target. 4 rounds each man. Team will be made up on the ground by drawing lots. Prize presented by Dr. E. E. E. E. E.

Fourth Competition. Joke Target. Concealed Bullseye 100 yards. One shot only. Prize presented by Messrs. A. S. Watson and Company, Limited. Ladies are specially invited to enter for this competition, and may use any rifle. All ties will be fired off.

Ladies taking part in these events will be handicapped according to their handicap in the L.R.A.

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:

On the 24th at 12.00 p.m.—The barometer has risen considerably over China and Formosa, and fallen quickly in Japan and at Wladivostok.

Two depressions exist over the Japanese area, one off the S. coast of Japan, the other over the N. part of the Sea of Japan. They are moving Eastwards.

Areas of high pressure are lying over the Pacific to the E. of Japan, and over the continent to the North of the Yangtze Valley.

Strong to heavy monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow:

- 1.—Hongkong and Neighbourhood. N. winds, strong, fine, squally.
- 2.—Formosa Channel. N. E. gale.
- 3.—South coast of China between Hongkong and Shanghai. N. to N. E. winds, strong to a gale.
- 4.—South coast of China between Hongkong and Hainan. N. gale.

SANITARY BOARD.

Mr. E. D. C. Wolfe presided over a meeting of the Sanitary Board on Tuesday afternoon when there were also present:—Dr. Fitzwilliams, Hon. Mr. A. W. Brown, Registrar-General, Mr. A. Shalton Hooper, Mr. Lau Chi Pak, Mr. Ng Hon Tin, Dr. F. Clark, Medical Officer of Health, Dr. Pearce, A.M.O.H., and Mr. W. Bowen-Rowlan, Secretary.

NEW MEMBER WELCOME.

The President—Gentlemen, before entering on the business of the meeting I should like, on behalf of all members, who will, I think, endorse my remarks, to extend a hearty welcome to the Board to Mr. Ng Hon Tin, our new member. Mr. Ng Hon Tin is a well-known member of the Chinese community here, and I think we may take it that any remarks or any feelings he expresses as representing the views of the Chinese on matters of public concern will be such that they may well deserve our confidence. Mr. Ng, on behalf of the members of the Board, begs to congratulate you on your appointment, and to extend the welcome of the members.

Mr. Ng Hon Tin—Thank you, sir.

THE CONSERVANCY CONTRACTOR AGAIN.

More complaints against the Kowloon conservancy and scavenging contractor were considered.

The President, in reply to Dr. Fitzwilliams, stated that this was the same matter as he had previously found. There were six different charges against him on February 3rd, and complaints again in June. One of the members of the Board then remarked that if the charges were proved the contractor should not be allowed to continue his work. Another member intimated that the man did not seem capable or willing to fulfil his contract. When the speaker first took over his new work he had considerable difficulty in making the contractor do his duty, and the speaker pointed out that the contractor had been given a chance to do his work, but he had failed to do so. The contractor now had a sufficient number of boats required by his contract. The question was whether members would hear the contractor, or leave the matter to a sub-committee.

Mr. Shalton Hooper suggested that the committee should be invested with the full powers of the Board, and with power to select a standing committee to deal with similar complaints against all contractors. Complaints could go before the standing committee, who could then report to the Board.

Mr. Shalton Hooper said he was quite in favour of the President's suggestion, and thought they should have a series of standing committees, the same as committees had in the past.

Hon. Mr. Brown moved the appointment of a select committee to enquire into the charges against the conservancy and scavenging contractor.

Mr. Shalton Hooper seconded, and the President, the Registrar-General and Mr. Lau Chi Pak were appointed members of the new committee.

THE ERECTION OF A MONUMENT.

The application was next considered, of Messrs. C. H. Pearce and Dr. Pearce to erect a monument over the grave of the late Mr. Henry Wicking, the area of the monument being 10 feet 6 inches by 4 feet, which equalled 224 square feet, of square feet in excess of the usual allowance and on that account they wished to purchase the remaining portion of the grave. The correspondence is addressed to Mr. Tooker, and Mr. Tooker is not an officer of the Sanitary Department. The public, I think, should be informed that the proper department for carrying out and enforcing these by-laws is the Sanitary Department. I would like to ask whose duty—what officer in the Sanitary Department—is it to see that the spaces people are entitled to are not exceeded?

The President—The Inspector of cemeteries.

Mr. Hooper—Then I take it that if a grave occupies more space than is allowed by law, the matter will be brought to your notice?

The President—It is the Inspector's duty to report to me in such cases.

Mr. Hooper—Well, sir, it may astonish you very much, for it certainly astonished me on going down to inspect this grave, to find it a full acre. The monument was up the curb round, and the whole thing was a measure of the grave and the monument. I measured the distance between the curb and found it to be fourteen inches only. The Board if you gave a disclaimer publicly that you were not aware of this monument was up before permission was granted.

The President—In reply to Mr. Hooper I may say I was not aware of this fact, and the only way I can account for it is through the certain amount of confusion caused by the raising of this (grave) question and the cemetery by-laws in the past. Formerly found it a full acre in the hands of the Sanitary Department, and I am almost certain I gave verbal instructions to the Inspector of cemeteries to report on such matters. He has not received written instructions on the point, but will say that he got them at once. Since the new by-laws have come into force it will be his duty to see that any encroachments are reported. I was absolutely unaware of the fact that this monument had already been put up, and the only way I can account for it is through the certain amount of confusion caused by the raising of this (grave) question and the cemetery by-laws in the past. Formerly found it a full acre in the hands of the Sanitary Department, and I am almost certain I gave verbal instructions to the Inspector of cemeteries to report on such matters. He has not received written instructions on the point, but will say that he got them at once. Since the new by-laws have come into force it will be his duty to see that any encroachments are reported. I was absolutely unaware of the fact that this monument had already been put up, and the only way I can account for it is through the certain amount of confusion caused by the raising of this (grave) question and the cemetery by-laws in the past.

Dr. Clark seconded and the motion was carried.

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THE STRANDING OF THE

SELJA.

We learn from the Kobe Herald that the Portland and Ando steamship Selja struck a submerged rock off Sagami (close to the Kuramae Sea—Southern Passage to the Inland Sea) and was beached on Mokura, on Onuma, somewhat to the north-east of the scene of the disaster. The place where the steamer was beached has a sandy bottom. The work of discharging cargo was at once commenced. The vessel is damaged on the port side amidships and the port side keel has gone there is one large hole in the hull and several smaller ones. The big hole having been patched the ship was floated and taken to Kobe. She has a big cargo of flour for Hongkong.

The Canadian naval scheme contemplated, the fortification of Sydney, Cape Breton, owing to coal for the east coast passing that place, and as ports have already surveyed the site. The Dominion Government has refused to subsidize dry docks at Lewis, on the St. Lawrence, opposite Quebec, and St. John's, New Brunswick, to the extent the department suggested, as it is believed that smaller federal assistance will be sufficient to ensure completion of the enterprise.

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FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For

SHANGHAI, KOBÉ and YOKOHAMA

MARSEILLES, Via Ports

SHANGHAI, KOBÉ and YOKOHAMA

MARSEILLES, Via Ports

TRANS SHIPPING on the Co's Steamers at Singapore for BATAVIA, at Colombo for

Calcutta, Bombay and Australia, at Port Said for the LANTER, CONTINENTAL and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, Via STRAITS AND COLOMBO.

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo as through Rates to all European, North Continental and British Ports, also Trieste, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arab and Persian Gulf Ports.

Also via Aden and South American Ports.

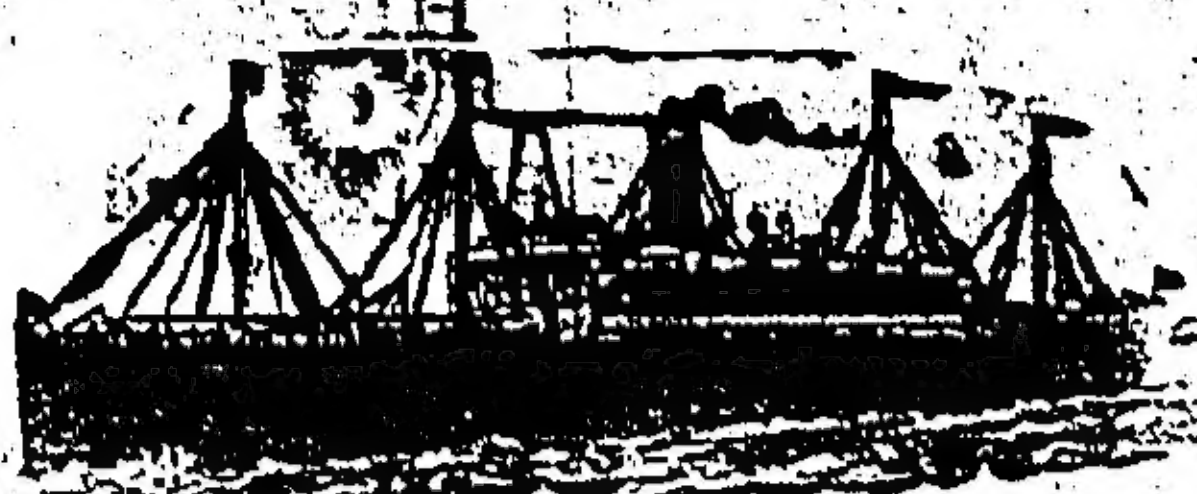
For further particulars, apply to

HAMBURG-AMERIKA LINIE Hongkong Office.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
KOREA	18,000 Tons, TUESDAY, 30th Nov., at Noon.
SIBERIA	11,000 Tons, FRIDAY, 10th Dec., at Noon.
MANCHURIA	11,000 Tons, FRIDAY, 17th Dec., at Noon.
CHINA	11,000 Tons, FRIDAY, 31st Dec., at Noon.
CHINA	11,000 Tons, FRIDAY, 7th Jan., at Noon.
CHINA	11,000 Tons, FRIDAY, 28th Jan., at Noon.
CHINA	11,000 Tons, FRIDAY, 4th Feb., at Noon.

The s.s. KOREA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on TUESDAY, November 30th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

INTERMEDIATE SERVICE.

China, 10,200 Tons, FRIDAY, 24th Dec., at Noon.

Asia, 9,500 Tons, FRIDAY, 14th Jan., at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London, via Canadian Atlantic Port \$43.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, Kine's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For

TACOMA, via SHANGHAI, MOJI, KOBÉ, and YOKOHAMA

The Co's newly built steamers have fair speed. Superior accommodation for

steering passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Bulk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For

SHANGHAI, via SWATOW, AMOY and FOCHOW.

ANFING, via SWATOW & AMOY.

SWATOW, AMOY & TAMSUI.

Fair speed. Superior passenger accommodation. Electric light throughout.

First-class cuisine.

The newly built steamers: 'CHOSU' MARU and 'BUTSU' MARU—First-class

blue-AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, June 22, 1909.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

NAPEES, GENDRA, ALGIERS, KIRIST, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG.

SHANGHAI, NAGASAKI, KOBÉ, and YOKOHAMA.

MANILA, LAY, NEWGUINEA, SYDNEY & MELBOURNE.

YOKOHAMA and KOBÉ.

For further particulars, apply to

Norddeutscher Lloyd, BREMEN.

General Agents, Hongkong & China.

A COLONIAL CHRISTMAS NUMBER.

We have received the Christmas number of the Auckland Weekly News, for 1909. It is a superbly produced work of art entirely executed, we understand, at the New Zealand Herald Office and the publishers deserve the highest praise for the enterprise and splendid craftsmanship which they have displayed. The beauties of New Zealand—so aptly called the 'world's wonderland'—are reproduced on every page, the cold lake region as well as the hot-spring district receiving ample illustration. The letterpress, too, is devoted to New Zealand topics and embraces a variety of most interesting themes, not only as regards the Colonial settler but also with reference to the Maori. Such a Christmas number as this can fear no rivalry with the production of the Homeland so far as high art printing and literary contents are concerned.

AMOI NOTES.

(From Our Own Correspondent.)

Amoy, November 19.

A committee meeting of the Kulangsu Lawn Tennis and Cricket Club was held in the Amoy Club on Monday evening last, when it was decided to add two more to the already existing committee of 5. Messrs Griffin, and Onat were duly elected and were willing to serve. It was also decided that the following gentlemen should take charge of the various sports. Cricket, (Mr Griffin), Football, (Mr Onat), Hockey, (Mr Joseph), Tennis, (Mr Knapp), and when needed, should choose teams and captain the same.

AUTUMN FLOWER SHOW.

The Autumn Flower Show of the Amoy Horticultural Society will take place on Saturday afternoon, 20th inst., weather permitting, on the Tennis Lawn and in the Mosaic Lodge, kindly lent for the occasion.

WEATHER.

A typhoon appears to be hovering around N. W. Luzon, and a marked fall in the barometer took place yesterday. The gales, however, staided to-day, but shows no tendency to rise. A northerly wind of feeble character has blown for several days. The weather is getting gradually colder, and days succeed each other with clear skies and fine, settled weather.

CHINESE NEWS.

The steamer Hangchow brought down from Shanghai the coffin containing the body of the late President of the Fukkien Association of Shanghai. This man was a native of Amoy with the surname of Yap, a very large and influential family here. The burial took place to-day. The procession formed on the Bund, which presented a brilliant sight most of this morning.

Dentistry.

Hours 9 to 12 a.m. Practice Limited.

DR. HENRY CLEMENT

AMERICAN GRADUATE DENTIST.

12, Beaconfield Arcade.

Hongkong, November 6, 1909. 1290

DR. CHAS. FONG,

DENTIST.

34, QUEEN'S ROAD CENTRAL.

ROOM NO. 2, FIRST FLOOR, (Opposite Post Office).

American graduate with twenty years experience in the practice of Dentistry, specialist for treatment of teeth.

Hongkong, April 16, 1909. 530

DR. HARRY FONG,

AMERICAN GRADUATE DENTIST.

ELECTRICAL and latest Improved Appliances.

34, QUEEN'S ROAD CENTRAL.

Hongkong, November 13, 1909. 1279

SIEN TING

Surgeon Dentist.

No. 14, D'ARQUER STREET.

TERMS VERY MODERATE

Consultation Free.

LABUAN COAL.

NOTICE—This COAL can only be obtained from THE LABUAN COAL MINE CO., LD. who are now prepared to supply fresh Coal straight from the Mine. Steamers load at the Wharves. Quick despatch.

Telegrams: 'LABOR-LABUAN' BRADLEY & CO., Agents, Hongkong.

Hongkong, August 11, 1909. 1014

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SOLE AGENTS

W. G. HENDERSON & CO.

11, Market Street, Hongkong.

Nov. 24, 1909.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	MAUSANG	FRIDAY, Nov. 26, at Noon.
SEANGHAI	EWONGSANG	FRIDAY, Nov. 26, at Noon.
MANILA	LOONGSANG	FRIDAY, Nov. 26, at 3 p.m.
SEANGHAI, YOKOHAMA	NAMANG	MONDAY, Nov. 29, at 3 p.m.
KOBÉ & MOJI	CHOTSANG	TUESDAY, Nov. 30, at 4 p.m.
SEANGHAI	AMARA	WEDNESDAY, Dec. 1, at 3 p.m.
SINGAPORE	YUENSANG	FRIDAY, Dec. 3, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	FOOKSANG	TUESDAY, Dec. 7, at 3 p.m.

RETURN TOURS TO JAPAN, Occupying 34 days.

THE steamers Katsung, Namang and Fookong leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Lights. A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Fakh Data, Singapore, Taiwan, Umlan, Jemelon and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Telephone No. 31.

General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SEANGHAI	CHINCHU	Nov. 25, at 4 p.m.
NINGPO & SEANGHAI	PAOTING	Nov. 27, at 4 p.m.
SEANGHAI	CHINCHU	Nov. 29, Daylight.
MANILA	TAMPA	Nov. 30, at 4 p.m.
TIENTSIN	KUICHOW	Nov. 30, at 4 p.m.
MANILA, CEBU, AND USUAL	TAITUNG	Nov. 30, at 4 p.m.
SEANGHAI	CHINCHU	Dec. 2, at 4 p.m.
SEANGHAI	CHINCHU	Dec. 5, Daylight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Lights throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SEANGHAI LINE.

PAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chusan, Lian, Chinkun)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

S.B.—Passengers embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES INCLUDING WINE—\$45.00 Single. \$90.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS

STEAMERS

SAILING DATES, 1909.

MARSEILLES, LONDON

AND ANTWERP, Via

SINGAPORE, PENANG,

COLOMBO AND PORT

SAID

VICTORIA, B.C. & SEAT

TEE, Via SHANGHAI,

MOJI, KOBÉ, YOKOHAMA

SYDNEY AND MELBOURNE,

Via MANILA, THURSDAY

DAY ISLAND TOWNS,

VILLE AND BRISBANE

NAGASAKI, KOBÉ and

YOKOHAMA

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colon	Leaves Hongkong	Connecting Steamers from Colon to Marseilles & London	Due Marseilles (By rail) 3 days earlier	Due Plymouth (London) 1 day later	
Steamer	From	Steamer	Tons	Saturday	Friday
ARCADIA 7000	Feb. 19	MARITIMA 11000	March 1	March 5	March 11
ASSAYE 1500	Feb. 19	CHINA 8000	March 12	March 18	March 25
DELTA 1500	March 8	MALWA 11000	April 2	April 8	April 8
MACEDONIA 10500	March 19	(Through steamer calling at Bombay)	April 16	April 16	April 22
DEVYANEA 3000	April 2	MONGOLIA 10000	April 30	May 6	May 6
ARABIA 1500	April 16	MARMOBA 10600	May 14	May 14	May 20
ASSAYE 1500	April 30	MOBBA 10000	May 28	May 28	June 3
DELTA 3000	May 14	MOLTA 10000	June 12	June 12	June 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARE TO LONDON (Including Surtax):
1st Saloon.....£71.10 Single. £106.14 Return.
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following:-
INTERMEDIATE (Non-Talkers) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leaves Hongkong	Due London
	about	about
* SYRIA	January 28	March 12
* SUMATRA	February 9	March 26
* NYANZA	February 23	April 9
* BUNDA	March 23	May 7
* MALTA	April 20	June 4
* SARDINIA	May 4	June 18
* NORE	May 18	July 2

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARE TO LONDON (Including Surtax):
1st Saloon.....£55.50 Single. £82.10 Return.
2nd ".....£36.10 " £57.4 "

• Carry 1st and 2nd Saloon Passengers.
For further particulars apply to

E. A. HEWETT,
Superintendent.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
MANZANILLO, (MEXICO), CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).

s.s. Manshu Maru - 5000 " Dec. 10th, at noon.
s.s. America Maru - 6000 " Feb. 5th, at noon.

For particulars apply to
K. MATSUDA, Manager,
TOYO KISEN KAISHA, Kimo's Buildings.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.HONGKONG—SOUTH CHINA
COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP	For	Leaving
HAICHING	SWATOW, AMOY & FOOSHOW.	FRIDAY, 26th Nov., at 10 a.m.
HAIMON	SWATOW.	SUNDAY, 28th Nov., at 10 a.m.
HAITAN	SWATOW, AMOY & FOOSHOW.	TUESDAY, 30th Nov., at 10 a.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAK & CO.,
General Managers.

Hongkong, November 17, 1909.

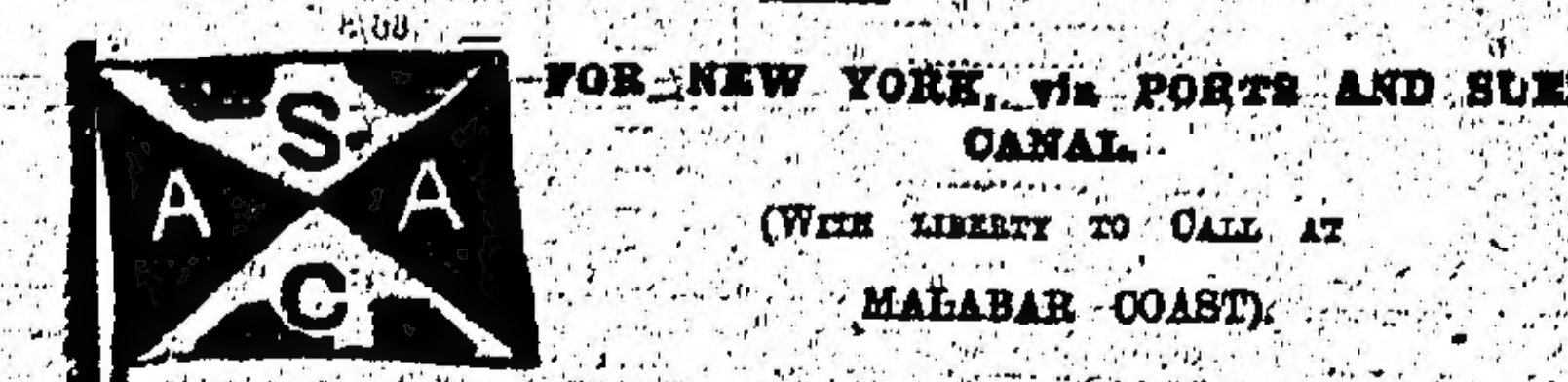
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	W. R. Almond	Manila	SATURDAY, Nov. 27, at Noon.
SAVIO	2540	R. Rodgers	Manila	SATURDAY, Dec. 4, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

Hongkong—New York.

AMERICAN-ASIATIC STEAMSHIP COMPANY.



S.S. INDRAMAYO - On 11th December, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, November 13, 1909.

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

S.S. 'MACEDONIA'

10,500 tons.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR

MARSEILLES AND LONDON, VIA BOMBAY.

Will leave Hongkong on MARCH 19th, 1910, staying at Bombay 24 hours only and is due to arrive at—

MARSEILLES... April 16th.
LONDON... April 23rd.

FARES TO LONDON—

1st Saloon.....£71.10 Single. £106.14 Return.
2nd ".....£48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, August 16, 1909.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.MAIL
TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Nov. 16.	8th Dec. at Noon.
EASTERN	Dec. 14.	8th Jan. at Noon.
ALDENHAM	Jan. 11.	End Feb. at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of fresh provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1909.

FOR SINGAPORE, PENANG AND
CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras, and Mauritius.

THE Steamship ARABIA, Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 27th November, at 5 p.m. For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, November 23, 1909.

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON & NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship WYNDHAM, will be despatched for the above Ports on SATURDAY, the 27th November, 1909.

For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.

Hongkong, October 26, 1909.

THE SHIRE LINE OF STEAMERS,
LIMITED.

FOR LONDON, HULL & ANTWERP.
THE Steamship 'EROS' will be despatched on MONDAY, the 29th November, at 10 a.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, November 1, 1909.

CHARGEURS REUNIS, CO.
FRENCH STEAMSHIP COMPANY

REGULAR FREIGHT SERVICE.
TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE Steamship of the Chargeurs Reunis Co., proposed to leave HONGKONG DIRECT TO SAN FRANCISCO, without any call en route, thus affording a fast regular cargo service from China and Japan to San Francisco.

The S.S. AMIRAL OLYE, 10,000 Tons, Captain Priet, will be despatched for SAN FRANCISCO and other above destinations on or about the 27th November.

For further particulars, apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, April 14, 1909.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

THE CHINESE NEWSPAPER AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MONDAY.
CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS IN CHINA AND JAPAN
\$6 per annum delivered to Hongkong,
\$12.50 if sent to other ports.

5 WILKESON STREET, HONGKONG.
Orders booked by MESSRS. CHINA MAIL.

IF CHRISTIANITY WERE
INTRODUCED INTO CHINA
Reprinted from the 'CHINA MAIL'.

To be had at the 'CHINA MAIL' Office,
5, WYNDHAM STREET.

Price.....20 Cents.

THE COMMERCIAL LAW AFFAIRS
IN CHINA:
With Special Reference to
BANKRUPTCY LAWS.
HONGKONG.
Reprinted from the 'CHINA MAIL'.

For Sale at the 'CHINA MAIL' Office,
at 5, WYNDHAM STREET.

Price.....20 Cents.

Notices to Consignees

FROM EUROPE.

THE H.A.L. Steamship

SENIGAMBIA.

Captain KERR, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underigned.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 5 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, November 23, 1909. 1453

FROM EUROPE.

THE H.A.L. Steamship

YANDULIA.

Captain KERR, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underigned.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 5 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, November 23, 1909. 1454

NOTICE TO CONSIGNEES.

STEAMER TOKIN.

COMPAGNIE DES MESSAGERIES MARITIMES

CONSIGNEES of Cargo from London arriving from the above Steamer, are hereby informed that their Goods will be delivered from alongside the ship.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Bills of Lading will be countersigned by the Underigned, Goods remaining undelivered after the 28th November, at 5 p.m., will be subject to rent and landing charges.

All Claims must be sent in to us on or before the 28th November, or they will not be recognized.

Uninsured packages will be examined on MONDAY, the 29th November, at 5 p.m.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agents.

Hongkong, November 23, 1909.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU JAPAN & MANILA.

CONSIGNEES of Cargo from Steamship KOREA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside the ship.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after WEDNESDAY, the 24th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

Goods undelivered on MONDAY, Nov. 22nd, 1909, at noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, Nov. 27th, 1909, at 10 a.m.

S. SILVERSTONE,
Agent.

Hongkong, November 23, 1909.

NOTICE TO CONSIGNEES.

STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES

CONSIGNEES of Cargo from London arriving from the above Steamer, are hereby informed that their Goods will be delivered from alongside the ship.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after WEDNESDAY, the 24th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

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All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, Nov. 27th, 1909, at 10 a.m.

S. SILVERSTONE,
Agent.

Hongkong, November 23, 1909.

NOTICE TO CONSIGNEES.

STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES

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S. SILVERSTONE,
Agent.

Hongkong, November 23, 1909.

NOTICE TO CONSIGNEES.

STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES

CONSIGNEES of Cargo from London arriving from the above Steamer, are hereby informed that their Goods will be delivered from alongside the ship.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after WEDNESDAY, the 24th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

Goods undelivered on MONDAY, Nov. 22nd, 1909, at noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, Nov. 27th, 1909, at 10 a.m.

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SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE,
VIA DAIEN.

WINTER SCHEDULE.

(Effective from Oct. 23, 1909).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of specially equipped Sleeping, Dining and 1st Class Cars, operated between Daien and Changchun in connection with the Trans-Siberian Express Trains and with the Daien-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Saikio Maru' (3,877 tons each) as follows:—

NORTH-BOUND.		SOUTH-BOUND.	
Station	Time	Station	Time
Shanghai (Steamer)	Leave 12.00 a.m.	Thursday	Saturday or Sunday
Daien	Arrive 12.00 a.m.	Saturday	Monday or Tuesday
Mukden	Leave 12.00 a.m.	Monday	Tuesday
Changchun	Leave 12.00 a.m.	Wednesday	Thursday
Harbin	Leave 12.00 a.m.	Friday	Sunday

Connecting at Harbin with State Express Wagon-Lite Steamer Express from Moscow. Moscow. St. Petersburg.

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